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No. 16,084.

十一月一十年四十立九千英

ESTABLISHED 1845

HONGKONG, SATURDAY, NOVEMBER 21, 1914

寅甲大成年三國民年

PRICE, \$300 Per Month

THORNE'S  
No. 4,  
OLD VAT  
SCOTCH  
WHISKY.

As supplied to the House of Lords and House of Commons.

A. S. WATSON & Co., Ltd  
WINE & SPIRIT MERCHANTS  
ALEXANDRA BUILDINGS, Hongkong.

SHIPBUILDING AT HOME.  
An Effect of the War.

Lloyd's Register ship-building returns for the quarter ending September 1914, which we have received from the local Surveyor, are prefaced by a note to the effect that in consequence of the war it is not possible at present to publish the usual information regarding the shipbuilding industry throughout the World. The present return is therefore confined to merchant ships in course of construction in the United Kingdom.

Despite the war there has been very little falling off in the tonnage under construction, the figures comparing well with those in the corresponding period of 1913, but it is pointed out that while the tonnage now under construction in the United Kingdom is about 1,400 tons higher than that which was in hand at the end of last quarter, it will be understood that the rate of progress in merchant ship construction is much reduced in the present circumstances and that the immediate output will be correspondingly less than that which which would be attained under normal conditions.

Of the vessels being built in the United Kingdom at the end of September 393 of 1,264,181 tons are under the inspection of the Surveyors of Lloyd's Register with a view to classification by this Society. In the quarter under notice there were 470 steam vessels, of a tonnage of 1,718,720 building, against 491 of 1,882,423 tons in the Sept quarter of 1913. Sailing vessels (16) accounted for 4,850 tons compared with 17 of 4,831 tons in the corresponding period of last year.

Of the total tonnage under construction 413,988 tons were building in Scotland—410,118 at Liverpool, 203,889 in Greenock; 351,350 tons were laid down in Belfast, and the rest in English yards.

LONDON RAID ON GERMAN PREMISES.

The Concrete Floor Sensation.

The following interesting account of the discovery of concrete floors in the premises of German firms in London (a brief announcement of which was cable out by Reuters at the time) appeared in the London "Daily News":—

A great sensation was caused last night by the discovery of a concrete roof, between the 4th and 5th floors, of a building in Victoria-road, Willesden, London, which had been raided by the police after a visit from military officers some days ago.

The premises are those of Messrs. C. G. Röder & Co., a Leipzig firm of music printers, whose capital of £10,000 is reported to be largely held by Germans. An explanation put forward with regard to the presence of the flat roof of thick concrete is that when the building was put up about nine years ago extensions were contemplated, and it was re-constructed so as to allow of development. The foundations of the building are said to be of very thick concrete.

ATTENTION OF THE CROWN.—

Mr. says, "The factory runs by the side of the Great Western main line, and it commands also the extremely important junction of the London and North Western main line and the North London Railway.

Strangely enough, however, the roof was such a position as would be of little value.

Kensal Green works, the West London electric light works, and large reservoirs, in addition to the large network of railway lines, might be at its mercy if it were in the enemy's hands.

It is disclosed on behalf of the firm, however, that nothing but business reasons has led to the raiding of the factory and that there is no occasion whatever for suspicion on the part of the military authorities.

The firm employs about 180 men, of whom 150 are British. It was yesterday stated that a number of German employees who sought to leave for military service with the German army were prevented some time ago and that they were already interned as prisoners of war.

At noon yesterday a large force of plain-clothes police men (under Detective-Inspectors Reed and Barrett) visited the premises, which were surrounded. There are grounds of considerable extent at the back.

RAPE OF POLICE STATION.—

The police at the station, All the British employees were allowed to leave, and 22 Germans were detained. Later in the afternoon these Germans were marched out and conducted under a police escort, and followed by a crowd which jeered and hooted them to a tram station whence they were taken to a tram road Police-station. It was under a uniform that was to be informed of (trump).

Sixty of the German employees who were able to produce naturalisation papers were allowed to remain, and it was stated last night that the business of the factory would go on as usual.

EARLY COLD.

Be careful of the cold you take at this time of the year. They are particularly dangerous. A regular cold may mean a winter-long cold. For Chamberlain's Cough Remedy at home. For all Coughs and Colds.

### BUSINESS NOTICES.



A FRESH CONSIGNMENT OF "ONES" AND "HALVES" SIZE TINS HAS NOW ARRIVED.

PLEASE APPLY TO THE USUAL STORES.

### HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

#### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG  
SATURDAY, 21st NOVEMBER.

8 A.M. "HONAM" 8 A.M. "HEUNGSHAN".  
5 P.M. "SUI AN".

#### SUNDAY, 22nd NOVEMBER.

5 P.M. "PATSHAN".

Single Fare by Night Steamer \$6.00  
Return Fare by Night (available also for Return by day Steamer) 10.00  
Single Fare by Day Steamer 4.00  
Return Fare by Day Steamer 8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night Steamers from Canton (dead at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

#### HONGKONG-MACAO LINE.

S.S. "SUI TAI" S.S. "TAI SHAN"  
HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf  
Sundays, at 8 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

#### MACAO TO HONGKONG.

Week days at 7.30 A.M. and 3 P.M. Sundays, at 7.30 A.M. and 2 P.M.

#### EXCURSION TO MACAO.

SUNDAY, 22nd NOVEMBER.

The Company's new Steamer "TAISHAN" will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M. and return from Macao at 2 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.

#### FARES AS USUAL.

#### CANTON-MACAO LINE.

#### S.S. "HOI SANG".

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

#### CANTON-WUCHOW LINE.

S.S. "SAINAM", 588 Tons, and S.S. "NAN YING", 666 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the days at 6.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamer "LINTAN" and "SANUL". These vessels have superior cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 6 P.M.

Further particulars may be obtained at the Office of the:—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

#### HOTEL MANSIONS (First Floor)

Opposite the Blake Pier.

#### LANCASHIRE INSURANCE COMPANY.

#### NOW MERGED IN THE ROYAL INSURANCE COMPANY LIMITED.

HAVING been appointed Agents for the above Company, we are prepared to accept RISKS against FIRE at current rates.

DAVID SASOON & Co., Ltd.

Hongkong, Nov. 16, 1914.

1905.

#### SINGON & CO.

ESTABLISHED A.D. 1850

1905.

IRON, STEEL, METAL and HARD

WARE MERCHANTS. Wholesale

and Retail Ironmongers, H. I. Irons and

Foundry Coke importers. General Stoc-

kers and Chippendales. Nos. 26 and

31, Wing Lok Street, (2nd Street, west

of Central Market) Telephone No. 616.

Hongkong, September 4, 1914.

1905.

NOTICE.

## INTIMATIONS

G. FALCONER &amp; CO., LTD.,

WATCHMAKERS &amp; JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,  
SILVER CUPS, TEA SETS, CIGARETTE CASES,  
etc., etc.,

AGENTS FOR

BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

WING KEE &amp; CO.,

No. 47, 48 and 49, CONNAUGHT ROAD CENTRAL  
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL  
FRANCISCO TSE YAT, General Manager,  
Hongkong, August 12, 1914.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND  
1" to 15"  
CIRCUMFERENCECABLE LAID  
5" to 15"  
CIRCUMFERENCE4 STRAND  
3" to 10"  
CIRCUMFERENCE

Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes &amp; Co., General Managers.

Hongkong, April 11, 1912.

## INTIMATIONS

MITSUBISHI GOSHIKAWAISHA  
(MITSUBISHI CO.)

## COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, YOSHINO-TANI, KISHIDA-KO, KANADA, NAMAZU, SAYO, SHINNEW and KAMIYAMA DA Collieries.

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Tel. ADDRESSES for above: IWASAKI.

Codes - AL, ABC 5th Ed., Western Union.

## AGENCIES:

CHINKIANG: Messrs Gearing &amp; Co.

MANILA: Messrs Macdonay &amp; Co.

SINGAPORE: Messrs Borneo Co., Ltd.

GLASGOW: Messrs A. R. Brown, McFarlane &amp; Co., Ltd.

For particulars, apply to

K. KATO,

Managing

No. 2, PEDDER STREET,

HONGKONG.

## NOTICE.

WE, the Under-signed, have purchased all the Goods of Messrs. ABDoola &amp; Sons, dealing in drapery business in No. 59, Hollywood Road, and will pay for same on the 20th instant.

We do not hold ourselves responsible for any liabilities incurred by the said Messrs. ABDoola &amp; Sons.

SING LOONG Co.

Hongkong, November 16, 1914. 1210



Prices 2 oz. tin ... ... 50 cents

4 " ... ... \$1.00

Sold by Kelly & Walsh, Lane, Crawford & Co.  
and A. S. Watson & Co., Ltd.MEMOIRS OF LORD  
CHARLES BERESFORD.JOYOUS LIFE STORY OF BREEZY  
ADMIRAL

mages, into which his mischievous skill was able to plunge other people, with more exhilaration almost than in the adventures of the "Condor" itself. Hero is a specimen of one of these jests. He was once, he tells us, at Scarborough during the races, when a friend happened, on entering the long assembly room of the hotel to see Lord Charles Beresford," that I am the only man who has ever ridden a pig down Park-lane." That is a sentence which gives the key to much in the wild-may-are, breezy autobiography. Lord Charles is the wildest of wild Irishmen, who are invariably Anglo-Irish, by the way. He is a wilder Irishman even than Lord Townshend, who gave us the history of his pranks about a year ago. The way he rode the pig down Park-lane was like this:

There was nothing at all in the great room, so far as I remember, except a sideboard and a dish filled with pats of butter which stood on the sideboard. I picked up a pat of butter on the end of the ash-plant. I was carrying it and told Nyer that if he would come outside I would throw the pat of butter to a surprising distance.

"Why go outside?" said he. "Why not take a shot at those two fellows who are arguing so busily over there?"

"And so I will," said I.

The pat of butter described a beautiful yellow parabola at high speed, and lighted upon the eye of one of the disputants. The impact doubled him up, and he thought that the other man had hit him. Drawing his right fist back very slowly and carefully, he struck his friend full on the point of the nose. The next moment they were both rolling on the floor, fighting like cats. My companion and I were laughing so much that we couldn't help to go to bed for a week to recover themselves of their wounds.

A MAD RACE

He tells us how on one occasion King Edward VII., then Prince of Wales, had been keeping the new breakfast at Hothfield, and was dreadfully bored by the proceedings, so that his lord Lord Charles had must really do something to enliven them.

"Well, sir," said I, "I will run a hundred yards race with Lord —. As I am Irish, he is sure to take me up if I challenge him."

Sure enough, "Lord —" accepted the challenge, but on conditions. These were: that I should race in full uniform, excepting my sword, while himself should "take his wardrobe from off himself." Lord — then proceeded to divest himself there and then of his Patrick ribbon, coat, waistcoat, and boots, which he confined to the care of the wife of a certain distinguished Liberal statesman. He dropped his Patrick ribbon into her lap, saying:

"Madam, will you have a care now of me? Jewel, for glory be to God there's no saying what twist this mad one might give me!"

Entirely at ease, with the seat of his breeches patched with stuff of another colour from the rest, and his toes sticking from his stockings, he was wholly uninterested by the laughter of the assemblage.

Although armed in cocked hat, frock coat, and epaulets, I had the speed of him, and waited on him.

Then the devil entered into me; and when Lord — drew abreast of a big plant of pampas grass, I cannoned into him, pitching him first into the grass, not, of course, intending to harm him. But to my consternation and sorrow Lord —'s leg was broken below the knee. I put the poor lord into his coach—he had a coach and four-in-hand—and drove him back to his hotel. That excellent and magnanimous sportsman was perfectly unconcerned.

"You hit me a bad kick, and I am destroyed," said he. "Never mind, they all laughed, anyway."

PAT'N' RUTTER

Practical jokes were always, of course,

Lord Charles's strong point. He delighted in the invention of scrapes and accidents.

COUGHING INTO  
CONSUMPTION"Only a Cough" but you stop  
"while it is ONLY a cough."WATERBURY'S  
METABOLIZED  
COD LIVER OIL  
COMPOUND

The finest preparation made

for combating severe coughs.

CURES any cough that is

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OF ALL CHEMISTS

PRINCIPAL TRADE NOTICES

of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Order for 20s.

Dealers seeking Agencies can apply to the trade card for 2s, or larger advertisements for 1s.

The London Director Co., Ltd.

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PRICES: \$1.25 and \$2.25

and on the floor. Then I went to bed.

In the morning, he awakened me, wearing a pale and solemn countenance.

"Charlie," said he, "there's some bold men among the enemy."

"What do you mean?" said I.

"They are great boys," said he.

"Why, one of them got into my room last night."

"Impossible," said I.

"Come and see," said he. "When I woke this morning I thought I had gone mad."

Lord Charles has met many of the great ones of the earth, but he never seems to have taken them quite so seriously as his jokes. Here, for instance, is all he has told us about an interview he had with Bismarck in 1889 about fleets and things:

Bismarck said that he could not understand why my own people did not listen to me (nor could I); for (said he) the British Fleet was the greatest factor for peace in Europe.

We had a most interesting conversation upon maritime defence and preparation for war; and his tone was most friendly towards the English.

He very kindly presented me with his signed photograph. I stayed with him for two hours; and we drank much beer; and all the time his gigantic bear-hound, lying beside him, stared fixedly at me with a red and lurid eye.

Bismarck, he confesses, rather puzzled him:

We stayed at Sandringham, and went for long walks together, during which Bismarck talked and laughed with the greatest enjoyment. But I remember how, in the pauses of the conversation, he would stand still, and, glass in eye, dreamily surveying the landscape, would make some such observation as "The air is balmy . . . and serene!" or "The foliage is stunted . . . but productive!" with the most weighty and measured emphasis, as though these were prophetic utterances. It was quite bewildering, for I did not then know whether he were serious, or were indulging a roccocco wit. He was a visionary, dwelling much in a world of his own; and I know now that he was perfectly natural and serious on these occasions.

He met Li Hung Chang, but he has less to tell us about him than about the comic side of Chinese democracy.

China is one of the most democratic countries in the world. I have seen the great Li Hung Chang stepping into the Yamen over the bodies of the coolies, who refused to move and who charged him as he passed. I have seen a whole Council hurried up their fans and dispersing like startled butterflies, because a coolie had struck his head in at the door and exhorted the old gentlemen to be quick, because it was going to rain, and the coolies were going home.

DALOUGES IN THE NAVY.

The British Navy, by the way, seems to have been scarcely less democratic in the days when Lord Charles first entered it. The present kind of discipline, however, us, was then unknown:

In the old days we would often hear such a conversation as the following:

Officer: "Why the — didn't you — well, do — and — when I told you —"

Man: "Why didn't I? Because if I had I should have been — well killed, and so would you."

Officer: " — you, sir; don't you answer me?" I shall put you in the report."

Man: "Put me in the — report, then."

And the next day the commander, having heard both sides, would say to the officer:

"Why, the man was quite right. And to the man: "You had no right to argue with the officer. Don't do it again. Now get away with you to —"

And everyone would part the best of friends.

That anecdote will certainly be a revelation to the ordinary civilian reader.

Lord Charles is the only far to say, does not confine his book to funny stories. The greater part of his reminiscences consists of a serious narrative of his adventures: *Afloat* and *Ashore* in the Soudan, India, China, and elsewhere.

These will send thousands of readers to these volumes, however, are the high spirits of the author, his enjoyment of a joke, his shameless love of mischief, and his boisterous, if not too subtle, sense of humour.



## THE DOLLAR MARK

never obscures our idea of eyeglass service—the first consideration here is perfect satisfaction in glasses and our patrons never find reason to complain of our charges.

We use every scientific method of value in testing the sight

FOR ALL EYE TROUBLES  
CONSULT US.CLARK & CO.  
SCIENTIFIC OPTICIAN  
FORK SLOWS CHATER RD.  
HONGKONG

Hongkong, May 25, 1914.

## INTIMATIONS

THE STOCKBROKERS' ASSOCIATION  
OF HONGKONG

## NOTICE.

THE above Association will Open on MONDAY, the 23rd instant, for all Transactions, except in SHENZHEN stocks.

EDWARD M. RAYMOND,

Secretary.

Hongkong, November 10, 1914. 1914

## WANTED.

SMALL FURNISHED HOUSE or FLAT, Hongkong or Kowloon. Apply C/o "CHINA MAIL" Office, Hongkong, Nov. 13, 1914. 1914



## HEATINGS LOZENGES

cure the most severe.

## FOR SALE CHEAP

CENTRE-BOARD SAILING BOAT  
"FOAM": 15x8, decked, carries 20 square feet. Good single-hander complete with mooring, etc.

Apply "FOAM."

Care of "CHINA MAIL" Office.

Hongkong, Nov. 18, 1914. 1914

## NOTICE.

W. &amp; A. GILBEY'S WINES &amp; SPIRITS.

A. S. WATSON & Co., Limited  
have been appointed AGENTS for Messrs. W. & A. Gilbeys' Wines and Spirits.

A. S. WATSON &amp; Co., Ltd.

Hongkong, Oct. 22, 1914. 1914

## YEW LEE &amp; CO.

An Cheong and Li Hansen.

STEVEDORES, SHIP-CHANDLERS, COMPRADORES and COAL MERCHANTS

15, Lee Yuen Street, West.

Telephone No. 1230.

Hongkong, Oct. 28, 1914. 1914

## FRENCH LESSONS

G. MOU



Hughes and Hough  
AUCTIONEERS TO THE GOVERNMENT  
AND ADMIRALTY.

General Auctioneers

AND

Share, Coal and  
General Brokers.

PROPRIETORS

"TO-KWA-WAN"  
COAL STORAGE.

Codes used:  
A.B.C. 4th & 5th Editions.  
A1. TELEGRAPHIC CODE.

Telegraphic Address  
MERION HONGKONG

PUBLIC AUCTION.

The Undersigned have received instructions to Sell by Public Auction,

on

TUESDAY,

the 26th November, 1914, commencing  
at 8.30 p.m., at their Sales Rooms, No. 3,

Des Voeux Road, Corner

of Ice House Street.—

A QUANTITY OF  
VALUABLE TEAKWOOD AND  
BLACKWOOD FURNITURE, &c.

As Follows:—

TEAKWOOD.—Dining Room Suites, One Pediment Suite, Dining Room Furniture, Arm-chairs and Sofas, Carpeted and Rugs, Brass and Brass-mounted Bedsteads, Toilet Tables, Wardrobes, Washstands, &c., Sideboards, Diner Wagons, Extension Dining Tables and Chairs, etc., etc., Dinner and Dessert Services, Crockery, Glass and Sundries E. P. Ware, Cocking Stoves, Cutlery, etc., etc.

Also

One Piano by Bechstein in good condition, One Piano by Pali & Fisid, London, One Piano by Wood & Co., Glasgow, One Piano by Pleyel, Maribor, several Iron Safes, etc., etc. Catalogue will be issued.

Terms.—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, Nov. 18, 1914. 1214

PEAK TRAMWAYS' COMPANY,  
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15 minutes
8.00 a.m.	to 10.00 a.m.	Every 15 minutes
10.00 a.m.	to 11.00 a.m.	Every 15 minutes
11.00 a.m.	to 12.45 p.m.	Every 15 minutes
12.45 p.m.	to 1.15 p.m.	Every 10 minutes
1.15 p.m.	to 1.55 p.m.	Every 10 minutes
1.45 p.m.	to 2.15 p.m.	Every 10 minutes
2.15 p.m.	to 5.00 p.m.	Every 10 minutes
5.00 p.m.	to 8.10 p.m.	Every 10 minutes

NIGHT CARS.

8.30 p.m.	to 9 p.m.	9.30 p.m. to 11.00 p.m.
Every half hour.		
11.00 p.m.	to 11.45 p.m.	every quarter of an hour.

SUNDAY.

7.45 a.m.	to 10.30 a.m.	Every 15 minutes
10.30 a.m.	to 11.00 a.m.	Every 10 minutes
11.00 a.m.	to 12 Noon	Every 15 minutes
12 Noon	to 1.15 p.m.	Every 10 minutes
1.15 p.m.	to 5.00 p.m.	Every 15 minutes
5.00 p.m.	to 6.00 p.m.	Every 10 minutes
6.00 p.m.	to 7.00 p.m.	Every 15 minutes
7.00 p.m.	to 8.10 p.m.	Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAY.

Extra Car at 12 midnight.

S.P.R.C. 41. Carts by arrangement at the Company's Office, ALEXANDRA BUILDINGS, 79 Vaux Hall Central.

JOHN D. HUMPHREYS & SON,  
General Merchants.

JAPANESE MAKERS.

Every kind of Footwear.

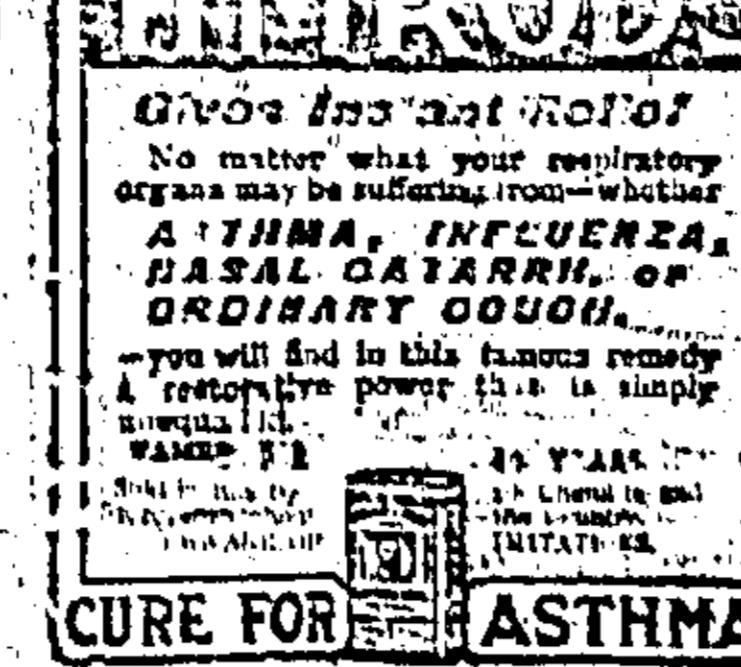
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CHERRY & CO.,  
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Telephone: No. 491.  
Hongkong, March 20, 1914.

If you happen to be late for your meals will the Cherrys be there and promptly serve you the same. Only at the ALEXANDRA CAFE.

## REVIEWS.

A further important article on the war is given in the present number of the "Windmill World"; it is given the title known to all the members of the Hague Convention regarding the use of wireless in war-time, in the article entitled "ASTHMA, INFLUENZA, PNEUMONIA, DYSPEPSIA, OR ORDINARY COUGH." You will find in this famous remedy a restorative power that is simply wonderful.



## WAR NEWS

### GRAIN FOR GERMANY.

Increased Effort to Procure Supplies

from America.

### HOW GERMANY HAS BEEN PLANNING WAR.

"Germany's guilt as the instigator of the War is beyond doubt out of the mouths of her own officials and intellectuals. Research among original papers reveals unquestionable evidence."

A book to be published this week entitled "Germany's War Mania"—The German Gospel of Blood and Iron—has been translated and gathered together the significant speeches and writings—many of them hitherto overlooked—of Germany's official, military and intellectual leaders. These utterances express the official point of view and aims of Germany: indeed the unanimity with which all the leaders of Germany, from the Kaiser down, assert identical ideas of might and war and conquest, leave no doubt of a preconceived plan behind the whole campaign; and they prove that Germany wanted war was preparing for it, and was determined to it.

Extensive purchases of grain have recently been made here for dispatch to Germany and Austria. The highest prices have been paid, and it is stated that the grain will be shipped to Danish and Scandinavian ports.

Two gr in imports from Hamburg and a third from Budapest were within the past two weeks introduced on the floor of the Produce Exchange, and these men are believed to be agents for their Government.

It is further reported that Germany is making large purchases of oil and petrol here, which are also being sent either through Copenhagen or Scandinavian ports.

Comparing with the speeches of the Kaiser himself, the list of writers in this book includes the Crown Prince, Chancellor von Bethmann Hollweg, Prince von Bismarck, General von Hindenburg, a prominent writer of war, "biological necessity," General von der Goltz, now Governor of Schleswig-Holstein, the founder of German military strategy; Professor von Treitschke, the famous proclaimer of the doctrine of "might makes right," and Professor Dahlbrück, formerly tutor in the Imperial Family, and now professor of history, at the University of Berlin.

The Berlin correspondent of the "New Rotterdams Courant" writes that the most gloomy sights to be seen in these days are the death notices in the digitized "Kreuz Zeitung." "The families of officers that have known the blow that have fallen on them, in the last few days, says the correspondent, this aristocratic German newspaper, has published fifty announcements of the deaths of officers every evening."

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### GENERAL STAFF SURVEY.

Objects and Result of the Campaign.

London, November 9.

Petrograd: The General Staff, supervising the operations in Poland and Galicia, says: Towards the beginning of October we were engaged on a battle front five hundred yards wide on the line Warsaw-Czestochowa-Poznan. We obtained a decided success on October 29, against the Germans on the left bank of the Vistula in the neighbourhood of Warsaw, which was the right wing of our strategic front. The object of the subsequent offensive was to strike northward of the enemy's front, which continued to be maintained in the Vistula and San from October 23 to October 27.

We broke down the Austrian-German resistance which was fighting stubbornly in the region of Czestochowa and Lvivord, but being threatened with having their flank turned beyond the river at Pilisza, we fell back between October 28 and November 2. We overcame the enemy's resistance in the region of New Alexandria and Sandomir and the principal Austrian forces in Galicia were forced to retreat.

The Austrians on November 4 made a final attempt to repel the Russians crossing the San. The enemy pushed their offensive in wide sectors, but they were everywhere repulsed with heavy loss, being energetically pursued long distances.

The Grand Duke Nicholas has telegrammed to General Joffre that the success in the eastern theatre since the beginning of the war, and he is confident of the ultimate issue of the struggle.

General Joffre replied congratulating and adding: "I am equally confident of our final success."

[A verse is wo-words of an English naie.]

Paris, Oct. 4.

Senator Baron Dusenelle de Constant, the foremost French peace advocate and a member of The Hague Tribunal, wrote the following to the "New York Times":

"The world cannot measure what Prussian militarism has cost. Peace can no longer be restored except by war to the death. The overbearing Government which has not hesitated to unchain this war will be its first victim, and each day aggravates the situation."

"Prussian militarism has failed" in its blow.

It has remained dead to all appeals to reason; it has violated all its obligations and all human rights, and has committed all crimes. It has done every evil thing, but it has not succeeded except to increase general indignation and the loathing of its adversaries. It has united as a mailed fist all Frenchmen and all civilized people in a common determination to sacrifice everything to strike it down. It has dishonoured war and even peace, which it had betrayed.

"No Government henceforth can make treatise with it. Trust in its word and signature no longer exists. Nothing remains for it but to disappear under universal execration."

Even the most pacific Frenchmen, Britons, Russians, and Belgians—all who in good faith have done their duty in trying to prevent the European war—today would refuse to conclude with Prussian militarists a peace which would only be a lying truce.

"The present war cannot end by a pretence of peace; it will end by the crushing of German domination, or it would only have to begin anew."

### AN INTERESTING COMPARISON.

"Berlin Tageblatt"—Aug. 7.

"What does it matter whether the English land or not? Their Army is negligible."

"Berlin Tageblatt"—Sept. 29.

"The influence of the English troops is showing itself more and more. They are working through the force of their masses, and they do not stop either."

One of the best of platform reporters was achieved by the Duke of Leeds when, as the youthful Marquis of Carmarthen, he was contesting Brixton. "Does your mother know you're out?" cried a voice at a meeting on the eve of the poll. "Yes, she does," came the prompt reply, "and perhaps the best of all is as might be expected. Mr. Lloyd George." He was advocating Home Rule for Ireland, Home Rule for Wales, and so on. "Home Rule for all," interjected the interruptor. "Quite right," Mr. Lloyd George replied on. "I always like to hear a man speak up for his own country."

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## BY TELEGRAPH.

(Reuter's Service to the China Mail.)

## THE WAR.

INTENSE CANNONADING  
SOUTH OF YPRES.ALLIES PROGRESSING EAST  
OF FLANDERS.RUSSIANS TRIUMPHING OVER GERMANS  
AND AUSTRIANS.AUSTRALIA PREPARE TO SEND  
"UNLIMITED NUMBERS."

## ADMIRALTY'S ELABORATE MINE DEFENCE SCHEME.

LONDON, Nov. 20, 9.30 p.m.  
The Admiralty announces an elaborate system of mine defence of the Humber, Tyne, Forth, Moray Firth and the Scapa Flow regions, necessitating pilotage.

## AUSTRALIA PREPARED TO SEND UNLIMITED NUMBERS OF MEN.

LONDON, Nov. 20, 9.30 p.m.  
A telegram from Melbourne states that the Hon. Mr. Fisher, the Prime Minister, in a powerful speech in the House of Representatives, declared that the Government was taking every step to train the men and that unlimited numbers would participate in the war if necessary. All the arrangements, financial and otherwise, were being taken to enable the Government to send contingents after contingents.

## CONDITION OF INDIA.

The following telegram has been received by the General Officer Commanding, Hongkong, from the Chief of the General Staff, India.  
Delhi, Nov. 20.

Situation in India remains satisfactory.  
Great satisfaction expressed at destruction of Emden, especially in commercial circles.  
Expressions of loyalty from Mohammedans continue. Frontier quiet.  
Accounts of good work of Indian troops in France give great satisfaction.  
Recruiting continues very good.

## THE STRUGGLE IN FRANCE AND BELGIUM.

LONDON, Nov. 20, 1.30 a.m.  
The evening communiqué published in Paris says:—  
The day has been particularly quiet, and there is nothing to report.

## LATEST DETAILS.

LONDON, Nov. 20, 5.20 p.m.  
Yesterday was characterised by an almost total absence of the enemy's infantry attacks, while their artillery was far less violent.  
The weather is extremely bad in Flanders and snow is falling.

Reuter's correspondent reports that owing to the floods at Bremecaple two 160-millimetre mortars were abandoned by the Germans.

A Paris communiqué states that there has been intense cannonading to the south of the Ypres, but that nothing important has taken place in the centre.

The enemy in Aragonne made three vigorous attacks, all of which were repulsed.

The Germans re-occupied part of Chauvencourt, which had been destroyed. We have progressed further east.

(Official Telegram from French Government via Peking.)

It appears that the 17th inst. was peculiarly disastrous for the Germans who, East of Ypres, lost and were obliged to abandon 1,200 killed on an area of less than 600 metres. Allies took numerous prisoners in the wood located South of Ypres. Operations around Tracy le Val were concluded in favour of the Allies. Algerian troops once again repulsed the Germans, inflicting very heavy losses. Our position around St. Mihiel were maintained, although the Germans blew up Chauvencourt Barracks.

In Cirey district, French troops sent only a reconnoitring party which, happily directed, showed where the Germans forces were together with their fighting disposition.

HAVAS, Nov. 19, 6 p.m.  
German artillery renewed activity in the North, notably between the Lys and the sea. Around Tracy le Val operations were concluded in favour of the Allies. Germans' counter-attack against the French troops was repulsed.

Germans sustained heavy losses.  
Nothing unchanged on the rest of the front.

Russian fleet of the Black Sea bombarded Trebizond fortification.

Two German cruisers and 10 torpedo-boats bombarded Libau on 17th, causing conflagrations and killing and wounding several people.

## THE FIGHTING IN THE EASTERN THEATRE.

## Desperate Battles Between Russians And Germans.

LONDON, Nov. 20, 4.25 a.m.  
A Petrograd communiqué says that the battles between the Rivers Vistula and the Warta, and on the line from Czestochowa to Cracow, have assumed an extremely desperate character, constantly changing between the offensive and the defensive.

We are attacking strong positions in East Prussia, and have captured a portion of them, four and a half miles east of Angerburg.

We also seized a passage between the Lakes Euvino and Yrko, capturing 10 guns, six machine-guns, and several hundred prisoners.

Our offensive continues in Western Galicia.

## RUSSIANS' HAUL OF PRISONERS AND MUNITIONS.

LONDON, Nov. 20, 9.25 p.m.  
A Petrograd communiqué states that the Germans are endeavouring to break the Russian line between the Vistula and the Warta. Our offensive movement yesterday was crowned with partial success. We have taken north-west of Lódz a battery of heavy artillery, a quick-firing gun, and several hundred prisoners. The battle on the Czestochowa-Cracow front is developing normally.

We have captured 3,000 Austrians and occupied Gorlice, Gorlice and Lick.

AMERICAN TESTIMONY  
TO GERMAN ATROCITIES.

## TERRIBLE INDICTMENT.

NEW YORK, Nov. 28.

Revolting details of German atrocities are published in the New York *Post* to-day, on the authority of Mr. Howard Copland, who was employed officially by the American Embassy in London in the work of bringing Americans away from Paris. Mr. Copland travelled from his Swiss home shortly after war broke out to Paris, and because of his complete knowledge of French and English, he was placed in command of the train, which carried many American refugees. It took twenty-eight hours to get to Paris, instead of ten, because of the delay caused by the long trains filled with wounded French soldiers.

In a letter not intended for publication, and written to Mr. Harold M. Sawtell, formerly Consul-General for the United States at Sanou and Vice-Counsel at Liverpool, Mr. Copland says he was permitted, owing to his position, to visit the wounded French soldiers, and to talk to them freely.

"The report about German atrocities," writes Mr. Copland, "I had set down to hysterical exaggerations, but neither you nor anybody else would have talked with them long without realising that all that we have been reading in the papers about these inhuman barbarities does not even give a faint idea of the actual horrible truth."

"One soldier after another I questioned, always asking for exactly what he had seen with his own eyes and not picked up by mere hearsay. I tell you the things I learned all that long day and night in regard to cruelties to women and young girls were beyond description. No such mass of circumstantial details as related to me by the actual witnesses, lying so near to death in those bare cars, and next day in the long rows of cots in the hospitals which I visited in Dieppe could have been collaborated or invented. Each simple, straightforward narration stood clear as but another facet of the great central mass that could not but be the truth."

MATHEMATICAL GODLESSNESS.

"All the wounded soldiers came from camps in Belgium or on the Meuse, frequently entering towns and villages that the Germans had just left to ruins, and the camps of women and children were a constant feature. They thought at first that they were casualties, but as the German wounds were too frequently those of the sword. After the final conquest of Lille, the German soldier, so long baffled and maddened, then fell upon Belgians in frenzy, finished as they were and mad with the thirst for alcohol. The Germans that you and I know twenty-five years ago had for their motto 'Fear God, and do right'; under the cold, mathematical godlessness of present Prussian militarism, it seems to be changed to 'Fear the Kaiser and do as you wish.'

Mr. Sawtell, in asking the *New York Sun* for a public duty, to publish Mr. Copland's letter, says: "I know of no man whose testimony is worthy of greater credence." Commenting upon the horrible disclosures, the *New York Sun* says editorially: "In this instance we have the shocking statement repeated by a neutral American, who heard them from eye-witnesses; who was led to credit them against his own previous ideas of what was possible; whose responsibility is sufficiently guaranteed, and who has no partisan motive that we can imagine for putting falsely on any of the Government's now at war the shame of such misdeeds."

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## SHIPPING

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

STEAMERS	TO SIDE	REMARKS
LONDON & GENOA	10 a.m. Freight and Passage.	10th Nov.
via PORT, PANG, CHENG, NELLORE	10 a.m. Freight and Passage.	25th Nov.
PORT SAIGON & MARESOLLES	10 a.m. Freight and Passage.	25th Nov.
MALTA	10 a.m. Freight and Passage.	3rd Dec.
SHANGHAI	10 a.m. Freight and Passage.	3rd Dec.
LONDON, VIA USCAL PORT ORIENTAL	10 a.m. Freight and Passage.	6th Dec.
SHANGHAI, MOJI, KOBE & NILE	10 a.m. Freight and Passage.	27th Dec.

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## NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under the British Government National Life Assurance Scheme and they can effect War Risk Insurance on individual representations with The National Insurance Committee, London, through their representatives there.

The production of a Marine War Risk Policy is not immediately necessary.

P. & O. S. N. Co., Agents. E. A. HEWETT, Superintendent.

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

## VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

## SAILINGS TEMPORARILY WITHDRAWN.

The "EMPEROR OF RUSSIA" and "EMPEROR OF ASIA" are new quadruple-screw 21 knot turbine steamers of 16800 tons gross—30,000 tons displacement.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the Marconi wireless apparatus.

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## PASSAGE RATES, HONGKONG TO LONDON.

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MONTEAGLE—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port, £25.  
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Meals and sleeping car across Canada not included, in any of above rates. If required such will cost £8 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S. S. Co. via Toyo Kisen Kaisha.

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SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, etc. Full particulars on application to Agents.

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For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGUA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## PROPOSED SAILINGS.

FROM HONGKONG: FROM COLOMBO:

15th November. Connecting with "CUJALAT" 17th December.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

For Rates of Freight and Passage, apply to THE BANK LINE, LIMITED.

MANAGING AGENTS.

## NATAL LINE OF STEAMERS

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD.

Proposed Sailing from Hongkong

Departure from Hongkong. On or about Connecting at Calcutta with on or about

For Freight and further particulars apply to DUDWELL & CO., LTD., Agents.

## HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL (with liberty to call at Malabar Coast).

## FOR NEW YORK via PANAMA CANAL.

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## THE NANYO YUSEN KUMI (SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Surabaya.

Bills on or about

22. NOV. 1891. For S. P. S. Co., Batavia, C. O. Samarang & Surabaya 2nd Nov.

23. NOV. 1891. For MOJI & KOBE 2nd Dec.

24. NOV. 1891. For S. P. S. Co., Batavia, C. O. Samarang & Surabaya 2nd Dec.

For Freight or Passage apply to DUDWELL & CO., LTD., Agents.

25. NOV. 1891. For S. P. S. Co., Batavia, C. O. Samarang & Surabaya 2nd Dec.

26. NOV. 1891. For S. P. S. Co., Batavia, C. O. Samarang & Surabaya 2nd Dec.

27. NOV. 1891. For S. P. S. Co., Batavia, C. O. Samarang & Surabaya 2nd Dec.

28. NOV. 1891. For S. P. S. Co., Batavia, C. O. Samarang & Surabaya 2nd Dec.

29. NOV. 1891. For S. P. S. Co., Batavia, C. O. Samarang & Surabaya 2nd Dec.

30. NOV. 1891. For S. P. S. Co., Batavia, C. O. Samarang & Surabaya 2nd Dec.

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32. NOV. 1891. For S. P. S. Co., Batavia, C. O. Samarang & Surabaya 2nd Dec.

33. NOV. 1891. For S. P. S. Co., Batavia, C. O. Samarang & Surabaya 2nd Dec.

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36. NOV. 1891. For S. P. S. Co., Batavia, C. O. Samarang & Surabaya 2nd Dec.

37. NOV. 1891. For S. P. S. Co., Batavia, C. O. Samarang & Surabaya 2nd Dec.

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85. NOV. 1891. For S. P. S. Co., Batavia, C. O. Samarang & Surabaya 2nd Dec.

86. NOV. 1891. For S. P. S. Co., Batavia, C. O. Samarang & Surabaya

## SHIPPING

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves YOKOHAMA	Steamers to COLOMBO	Leave SHANGHAI H.H.	Leave HONG- KONG	Connecting Steamers from COLOMBO and LONDON	Leave MARENG- TOWN	Leave PENANG (London 1 day later)
p.m.	p.m.	noon			Friday	Thursday
Thurs.	Tues.					
Nov. 9	NUBLA	Nov. 16	Nov. 20	MEDINA	Dec. 18	Dec. 24
	ORIENTAL	Dec. 1	Dec. 5	MONGOLIA	Jan. 1	Jan. 7
Dec. 7	MALTA	Dec. 14	Dec. 18	MALWA	Jan. 15	Jan. 21
Dec. 20	NAGOYA	Dec. 28	Jan. 1	IMONEA	Jan. 29	Feb. 4
	ARCADIA	Jan. 12	Jan. 16	MALCUA	Feb. 13	Feb. 18

THE ATTENTION of Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth &amp; London. These vessels will now arrive at Marseilles on Friday &amp; London on the following Friday.

Passenger change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

## FARES TO LONDON AND MARESILLES.

The Fares to London and Marseilles are as follows:-

LONDON.	
1st SALOON "A"	Accommodation SINGLE £66. RETURN £77.
1st SALOON "B"	" 259. " 259.
2nd SALOON "A"	" 244. " 244.
2nd SALOON "B"	" 240. " 240.
MARESILLES.	
1st SALOON "A"	Accommodation SINGLE £61. RETURN £71.
1st SALOON "B"	" 255. " 253.
2nd SALOON "A"	" 242. " 243.
2nd SALOON "B"	" 238. " 237.

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS  
WILL HAVE FOR

## LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	Leave YAHAM	Leave SHANGHAI	Leave H'KONG	Leave S'P'N	Leave MARENG- TOWN	Leave London
about	about	about	about	about	about	about
TELLORE	Nov. 9	Nov. 19	Nov. 25	Dec. 1	Dec. 28	Jan. 8
NAGOYA	Dec. 20	Dec. 28	Jan. 1	Jan. 7	Feb. 2	Feb. 10
SYRIA	Dec. 21	Dec. 31	Jan. 6	Jan. 12	Feb. 8	Feb. 17
NANKIN	Jan. 5	Jan. 15	Jan. 20	Jan. 26	Feb. 22	Mar. 3

These Steamers call also at PORT SWEETENHAM, PENANG, and COLOMBO.

## FARES TO LONDON

1st SALOON £70 SINGLE £75 RETURN £75.

2nd SALOON £35.50.

FARES TO MARESILLES:

1st Saloon £45 Single.

2nd Saloon £33.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

E. A. HEWETT,  
Superintendent.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT  
TO ALTERATION.

DESTINATION.	STEAMERS.	SAILING DATES.	DISPLACEMENT.
MARESILLES & LONDON			
VIA SINGAPORE	MIYAZAKI MARU	WEDNESDAY, 2nd	Tons 16,000
COLOMBO, SUEZ AND PORT SAID	KITANO MARU	WEDNESDAY, 23rd	Tons 16,000
VICTORIA, P.C. & SEATTE, VIA SHANGHAI	KYOKO MARU	TUESDAY, 1st	Tons 12,000
MOJI, KOBE, YOKOAKI & YOKOHAMA	AWA MARU	TUESDAY, 15th	Tons 12,500
SYDNEY AND MELBOURNE	TANGO MARU	WEDNESDAY, 16th	Tons 13,500
DAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU	WEDNESDAY, 15th	Tons 9,600
BOMBAY VIA SINGAPORE	COLOMBO MARU	MONDAY, 22nd	Tons 8,800
CALCUTTA VIA SINGAPORE	CEYLON MARU	MONDAY, 23rd	Tons 10,000
SHANGHAI & KOBE	RANGOON MARU	MONDAY, 30th	Tons 11,600
SHANGHAI & KOBE	KAWACHI MARU	MONDAY, 29th	Tons 12,500
KOBE & YOKOHAMA	KITANO MARU	TUESDAY, 24th	Tons 16,000

PASSENGER SEASON FOR 1915.  
FOR EUROPE.

DESTINATIONS.	STEAMERS.	DISPLACEMENT.	Leave Hongkong
KATORI MARU	29,000 tons	Thursday, 28th January	
KAMO MARU	18,000 tons	Thursday, 11th February	
KASHIMA MARU	29,000 tons	Thursday, 22nd February	
MISHIMA MARU	16,000 tons	Thursday, 1st March	
SUWA MARU	25,000 tons	Thursday, 18th March	
ATSUTA MARU	16,000 tons	Thursday, 8th April	
YASAKA MARU	25,000 tons	Thursday, 22nd April	
MIYASAKI MARU	16,000 tons	Thursday, 29th May	
KITANO MARU	16,000 tons	Thursday, 26th June	
FUSHIMA MARU	25,000 tons		

## FOR AMERICA.

DESTINATIONS.	STEAMERS.	DISPLACEMENT.	Leave Hongkong
AKI MARU	12,500 tons	Tuesday, 26th January	
SADO MARU	12,500 tons	Tuesday, 9th February	
YOKOHAMA MARU	12,500 tons	Tuesday, 23rd April	
WA MARU	12,500 tons	Tuesday, 1st March	
SHIDZUOKA MARU	12,500 tons	Wednesday, 23rd May	
TAMA MARU	12,500 tons	Tuesday, 6th April	
AKI MARU	12,500 tons	Tuesday, 24th April	
SADO MARU	12,500 tons	Tuesday, 4th May	

KUSUMOTO, Manager.

Telephone No. 252.

## SHIPPING

## OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION)THE AMERICAN LINE TO TACOMA  
AND SEATTLE

in connection with

THE CHICAGO MILWAUKEE & ST. PAUL  
RAILWAY

FOR VICTORIA AND TACOMA

VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE,  
YOKOAKI AND YOKOHAMA.

S.S. 'SEATTLE MARU' ... Capt. T. Saito ..... Thursday, 26th Nov. at 3 p.m.

S.S. 'MEXICO MARU' ... Capt. N. Kobayashi ..... Wednesday, 9th Dec. at 3 p.m.

These Newly Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasures and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWEETENHAM, PENANG  
AND COLOMBO.

S.S. 'SAIGON MARU' ... Capt. T. Yamaguchi ..... Sunday, 6th Dec. a.m.

FOR FOOCHOW VIA SWATOW AND AMOY.

S.S. 'KALO MARU' ... Capt. Y. Yamamoto ..... Saturday, 21st Nov. at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

S.S. 'DAIGI MARU' ... Capt. S. Tokuhige ..... Sunday 22nd Nov. at 10 a.m.

S.S. 'DALIN MARU' ... Capt. K. Murakami ..... Sunday 23rd Nov. at 10 a.m.

FOR ANPING AND TAKOW VIA SWATOW AND AMOY.

S.S. 'SOSHU MARU' ... Capt. K. Hatchi ..... Wednesday, 25th Nov. at 8 a.m.

FOR FURTHER INFORMATION, APPLY TO:

Y. ASAI, Manager,  
Second Floor No. 1, Queen's Building.

## WEEKLY NEWS FOR HOME

## The Overland China Mail

## FULL REPORTS.

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## THE CHINA MAIL, LTD.

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Obtain quotations from:

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Moderate Price

## Vessels Advertised as Loading.

DESTINATION.	VEHICLE.	AGENT.</

